THE CABS OF BERLIN.

History of Public Conveyances in the German Capital.

POLICE REGULATIONS.

Company Organizations-Fares, Profits and Discipline.

GENERAL RESULTS.

BERLIN, April 24, 1876. Cabs, or "droschken," as they are still called, from the Russian word "trouska," were first introduced in Berlin in 1812, when a certain Mortier obtained permission from Friedrich Wilhelm III. "to construct, in the space of three or four months, ten elegant so-called springs, to accommodate two persons, and to increase this number every half year by ten until the umber of these vehicles exceeded a hundred." Mortier's project, violently opposed by all livery stables and backney coacamen as an innovation that would effect their ruin, speedily gained favor among the public and almost entirely superseded the hackney soaches previously employed. The number of cabs in 1815 was only thirty-two, but in 1817 it had increased to seventy, with 124 horses. The fare for a droschke at quarter of an hour for one person, and six groschens (fourteen and a quarter cents) for two per ons, or, if bired by the hour, twelve groschens (twenty-eight and a half cents) for one individual, eighteen groschens (forty-two and three-quarter cents) for two. Five es were appropriated as stands, which, according to the area then covered by the town, probably amply sufficed. One material restriction in Mortier's concession was a prohibition to go beyond the gates of the town. As Mortier's business proved inerative and constantly increased, a banker of the name of Hennoch entered into partnership with him and provided the necessary funds for its further extension. In order to increase the concession these gentlemen, whose re-scipts were about \$17,500 a year, were obliged to pay \$280 yearly to the parish. In 1837 Mortier's privilege was finally repealed and a free competition allowed, Prices soon diminished, and cabs and horses, chiefly in the possession of the poor people, constantly degenerated. The impoverishment of the trade, by an unconstrained competition, led in 1839 to the issue of the following order, which continued in force until 1863-viz., that every one who wished to let cabs must at least possess five of them and a sixth one in reserve, on each of which he was obliged to give a surety of \$20 that he would comply with the rules imposed. To comply with this regulation, which was made to exclude persons sold of means from holding cabs, a capital of about \$2,800 was necessary. The rapid increase of the popu-ation of Berlin some thirty years ago demanded con-

ADDITIONS TO PUBLIC CONVEYANCES. in 1841 there were 458 single horse and 164 double horse cabs, and in the year 1845 as many as 300 new cabs were placed at the disposal of the public. In the year of famine (1847) not only did the desire for driving abate, but the expense of supporting horses and cabs was considerably increased. The reaction ensuing upon the revolutionary movement in 1848 brought about a renewed restriction of free competition. At the order of government the police authorities decreed that not more than 1,000 single and double horse cabs should be licensed. As the rules, which had been rendared very severe, proved still insufficient, government determined in 1858 to completely centralize public traffic by placing all cabs in the hands of one conjoint stock company. An official report of the 18th of March, 1858, gives some information on the deplorable state of the cabs in Berlin at the time. In it we find the following description:- "Of the 1,010 day cabs and 47 night cabs, 200 carriages for use beyond the city gates and 50 omnibuses, only one-third could be lered as really of use, a proof of the indigence of their proprietors. All efforts to improve the condition of cabmen by an increase of fare, by strict surveillance of the coachmen and the appointment of especial con-trollers proved inadequate, it being impossible for masters to restrain the frauds practised by the drivers. Auter enumerating different complaints against cabine and their practices the police recommended to government the adoption of a proposal made by a French ex-

Councillor of State named Carteret, founder of the

demonstrated great talent for organization and a keen eye for practical advantages. He proposed that the number of public carriages in Berlin and its adjoining circuits should be limited to 1,000 single and double horse cabs and 100 omnibuses, and that for special transport between Berlin and Charlottenburg street. cars should be constructed. These vehicles were to be cession was granted, including the construction of a tramway to Charlottenburg. For defraying the expenses of the whole undertaking Carteret pretended to have a capital of \$2,100,000 at command, and to give a proof of the solidity of his project he made extensive mpital invested, to place at the disposition of the authorities fity per cent of the net proceeds for benevoient or other useful purposes. He explained that the net profits would amount to about \$210,000, which, after a deduction of \$105,000 interest, would leave \$52,500 for payment of dividends and \$52,500 for benevolent purposes. No exclusive privilege was demanded, and he merely stipulated that in case a second company should enter into competition Carteret's company should retain the privilege of increasing the wants. The technical management of the company should be confided to the charge of a director general, who would be responsible for all magisterial ordinances. For the erection of lodgings for officials, coachmen, &c. establishment of head bureaus and necessary stables, tonstruction and reparation of carriages, harness, &c. from ten to twelve lots of ground were to be purchased in different parts of the town, and a

and bureaus was to materially contribute to he general safety and convenience. Each one ten or tweive establishments, the management of which was to be intrusted to a sub-director, was to accommodate 100 to 150 cabs, or from twenty-five to thirty omnibuses. The interior administration, appointment of officials, conditions as to coachmen &c., were to be regulated by special rules, with provisions for pensions, clothes, sickness and burial funds. Carteret's plan was warmly approved of by the authorities, who immediately granted a concession; but it remained unexcuted, as it was impossible for hir to collect the necessary capital in spite of his former time at his disposal. After different attempts, by augmentation of tariff and abolition of all burdensome limitation to improve the passen-Police, Baron Madai, being appointed to office in 1873, a new regulation was issued, which is still in force and may be considered the present basis of the cab system. The introduction of the rules, causing a total transferdifficulties. Cobman and masters mutually agreed to general that during this period not a single cab was to seen in the streets. The police authorities, however, out cabs were fined five thalers daily. The strike ter-

A PERSONAL INTERVENTION OF THE EMPEROR, who replied to a deputation of cabmen, "lio recom-mence driving; you shall suffer no damages from it." The hopes that all fines would by royal grace be quashed remained, however, unfulfilled; for the payment of more than \$103,000 was pitilessly enforced. A study of the new regulations shows that the greatest attention has been paid to the passenger without much regard to the cabbolders. If the interests of both parthe acknowledged as very good. But in its present the acknowledged as very good. But it is present to acknowledged as very good. But it is present to acknowledged as very good. But it is present t state it nearly ruins the trade and urgently demands a

clauses, divide the cabs into three classes-first class cabs (broughams, whiskeys, double calashes and han soms); second class cabs, the so-called Victoria chaise to open or shut, and luggage cabs, resembling the Lontop to hold luggage on. The latter are built after a model brought to Berlin by President von Madai from Frankfort-on-Main. First class cabs are distinguished from second class ones by a more elegant appearance and construction, as well as a use of better horses. Second class cabs, formerly anything but comfortable were greatly improved by the reform. To avoid the terrible shaking on the bad street pavement they were impelled to have patent springs; the windows were required to be well glazed, new lanterns and an infinity of trifling changes were prescribed, which necessitated an enormous outlay of money. All cabs were simultaneously placed under a strict control of the police: Immediately at the commencement of the strike, which greatly inconvenienced the public, a project was set affort, despite of financial bubbles having already passed their culminating point, of FOUNDING A JOINT STOCK COMPANY,

for the introduction of new cabs. A capital of \$1,400,000 was raised. Prospectuses and advertisements painted in brilliant colors the advantages to be derived from the project. With the \$2,100,000 1,200 cabs were to be built and completely equipped, together with depots and other necessary accommodations. The net gain was to be something extraordinary—viz., fifteen and a half per cent (five per cent interest and ten and a half per ce dividends). The necessary concessions were willingly granted by the police; but notwithstanding a vigorous support from the authorities the company seems any thing but flourishing. Of the promisel 900 first class to the present time only 400 first class droschken are The construction of the remainder seems to ber of the new droschken, for which the company fur nished materials, were refused by them. Till now no accounted for this in the first year as arising from the no explanations were considered necessary. How little the company have responded to expectations 216 was the highest number of their cabs in daily use last year. This miserable failure of the company, in spite of the large capital on hand, is a clear sign as long as the cabs remain in Berlin under such strip gent supervision, in striking contrast with the free dom of trade admitted in all other branches through out the whole of Germany, no satisfactory results can

The number of cabs at present employed in Berlin amounts to 4,483. Nine hundred of these are first class ones, 408 of which belong to the company above mer tioned and 532 to private proprietors. From this number we must deduct eighty luggage cabs. From official statistics kindly placed at my disposal I find there are no less than 1,700 cab proprietors in Berlin, 1,200 of whom possess only one each. Whoever owns more than five cabs is compelled to have one luggage cab for every five others. As there are only eighty luggage cabs in existence it is plain that eighty persons at the most own more than five cabs—another proof that this vocation is chiefly followed by persons belonging to the poorer classes. The majority of the cabs are one-horse vehicles, with a second horse in reserve. Nevertheless, a maintenance of two horses for one cab is not obligatory. A number of first class cabs are also drawn by two horses. The cab horse, present, must, according to the rules, 'be strong, in working order, free of detrimental faults, well kept, of mental faults blindness in one eye or both is in-cluded. Blindness in one eye was a principal cause of the strike, cabbolders till now evincing a decided preference for purchasing half-blind horses on account of their cheapness. First and second class cabs, as previously remarked, are distinguished from each other by a difference in appearance and construc tion and have the following distinctive signs:—On the first class cabs the number of the droschken is burned in black letters on a white ground on the front glass of the lanterns, while on second class cabs the let red and on a blue ground. Further, the numbers on the back of the carriage doors must be painted on a first class cab in black figures on white, as those of an ordinary cab in red on white.

Cabmen driving first class carriages wear red collars, with white braid; second class cabmen, blue collars

of the coachmen consists of a dark blue military coat, with yellow metal buttons and colored collar; a red polished leather hat, with a white band, and a Prussial cockade; exchanged in winter for a fur can. Every cab of which is changed every year. An annual examination of all droschken takes place by a Commissioner of Police from March 1 to August 1, and an i their dresses from January 1 to the end of February. The examination is very thorough, and cabs as well as men not answering to official demands are hable to be either permanently or temporarily suspended. Every man a printed permit, stamped by the police. The drivers, who must all exceed eighteen years of age, and must never have been convicted for a criminal offence, undergo, prior to nomination, an examination before the Commissioner on the topography of Berlin, their knowledge of driving and the police rules in force. For drunkenness or excesses, impoliteness o a violation of regulations the driver may be deprived of his permit by the Commissioner. The punishments tive cents, or imprisonment for one day withdrawal of permit from coachmen, withdrawal of license from proprietors. This latter regulation s enforced when masters have not observed the rules relating to engagement of drivers.
All cabs must leave their stables at seven o'clock in the morning and are not allowed to return before eleven between two to three o'clock in the atternoon for re

If cabs are seen standing at home at any other time of the day without good reasons they are noted down and their owners are punished. During the day time, on an average, 3,500 are in use in Berlin, which suffice on working days, but not on Sundays and holidays. for second class cabs, where a fixed number may await passengers. No cabman may pass by one of these complete. Cabs must wait before theatres until the representation is over, and at railway stations until all passengers arriving by trains have departed. Cabmen with empty vehicles may only refuse to drive when they can provide ample proofs of their inability. To strictly forbidden. Cab horses may be fed on the different stands and nowhere else. When waiting for pavement, sitting inside or quitting their cabs.

The cabman heading the stand must neither give food or drink to his horse, but sit on the box and await an arrivat. Proschken may not be employed for transport ing baggage or other things unattended by the owner. buring the drive it is the cabman's duty to pay atten tion to articles intrusted to him Immediately after to see whether anything is left inside. In the latter case he is compelled to deliver the things found within twenty-four hours to the police.

BERLIN CAR FARES. A cab is engaged by distance or by time. A socalled distance tour is a drive, the terminus of which is intimated to the driver on entering the cab, and must be reached by uninterrupted driving and the shortest ways. Engagements by the time are where a pashires a cab for a certain period to a destination not to be reached without interruptions or by the shortest ways. On paved ways the pace to be even and fair, nil to 180 yards a minute. Drivers who are longer in gaining a given point than necessary are punishable. For a distance tour the coachman must wait five minutes gratis for the passenger. When this time is exceeded the usual fare is charged according. The tariff now valid in Berlin is us follows:-

1. Pares by Distance.

First Class. Second Class.

Persons. Person.

Land 2 3 and 4 1 and 2 3 and 4 Cents. Cents. Cents. Cents. For a distance not ex-

Persons. — Persons. — 1 and 2 3 and 4 1 and 2 3 and 4. Cents. Cents. Cents. Cents. For a drive of fitteen minutes or less.... For the next quarter of an hour or part thereof..... 25 3734 1214 1214 10 1214 thereof....... 12½ 12½
For every additional
quarter of an hour or
part thereof....... 12½ 12½
FOR MIGHT DRIVES, 1214

that is to say, such as take place from April 1 to Sep-tember 30, between eleven in the evening and seven in the morning, and from October 1 to March 31, between eleven in the evening and eight in the morning, a double iee must be paid. For cabs previously engaged for early drives an additional sum of twelve and a haif cents is stipulated. For drives from a railway station, drives from theatres, where droschken are previously waiting. Children under ten years of age, accom-panied by adults, are free. For luggage weighing from ten to twenty-five kilograms six and a quarter cents are charged, and for parcels from twenty-five to fifty kilograms, twelve and a half cents; from fifty to one hundred kilograms, twenty-live cents. All lug-gage exceeding this weight must be carried by luggage half cents for every extra fifty kilograms. No charge is made that is not in accordance with the tariff nor must any fees be accepted. Smoking during the drive ort of table, an exact plan of Berlin, on which the streets are divided, according to competent estimation into such tracks, in different colors, as may be accom fifteen minutes, are reckoned as a tour.

A great complaint raised by the cab owners is the inefficient control which the driver has over the farea. Although it is expressly stated in the rules that pussengers need only pay the fares on delivery of a ticke by the driver the public cannot be induced to demand these tickets. From 1843 to 1847 the cab owners even instituted a lottery in which a prize of \$700 was drawn every week. Formerly the public displayed ome interest in the matter, but this quickly subsided All attempts to exercise a thorough control by some kind of mechanical apparatus have also proved futile; no practical invention has been discovered. The only thing that remains to be done is the adoption of th system so successfully employed in London and already introduced by the Berlin Cab Company—viz., letting out cabs to drivers for a fixed sum. But the difficulty is that drivers who are earning a great deal at present refuse to hire a cab for the day at a fixed rate. The onditions under which the stock company let then droschken are as follows:-During the summe months-from May I to October 1-the driver must \$2.25. For the livery, also furnished by the a sum of seven and a half cents per day is I THE SUM DEPOSITED BY THE DRIVE

as guarantee on his biring a cab, is \$18 25.

for contraventions, &c., are imposed on cabmen. The driver pays, on an average, at least \$2 per day these \$2 just about suffice to keep the conveyance in order, and the owner's gain is therefore, as a rule but a scant one. As perhaps it might interest your readers to be made acquainted with the daily expenses for the maintenance of a cab in Berlin, with food for two horses, one of which must always be held in re serve, I annex the following statement :-

In proportion to these considerable expenditures, he business of a cab owner is anything but lucrative. We are informed from a trustworthy source that the average profits of a good droschke, lined and fitted out according to the police prescriptions, from the years 1868 to 1875, averaged as follows:—

 1808
 \$1 42½
 1872
 \$1 75

 1809
 1 534½
 1873
 1 83½

 1870
 1 57½
 1874
 1 68½

 1871
 1 64½
 1875
 1 54½
 The profits are further reduced by the competition

with voitures de remise, omnibuses and street cars. mostly injured the omnibuses belonging to a joint stock company which only paid last year three per cent dividend beside four per cent interest. Street cars are making a capital business. Government, however, in order to protect the cab owners from entire ruin, on granting concessions to tramways, does not allow the different lines to directly traverse the town. Those carriages for hire having no numbers, outside the gates, and equipages. The Krimsers, only extant in Berlin since 1820, and so named after the inventor, are open omnibuses, with a waterproof cover ing, supported by from four to six bars. They are ria chaises, in which every individual pays his place, communicate with the places and villages in the vicinity of Berlin. There are altogether 220 Krimsers and thorwagen. For the hire of a very good equipage in Berlin the moderate charge of two marks per hour is made; from \$2 10 to \$2 80 for the whole afternoon, and from \$3 20 to \$4 25 for the whole day.

are protected by the Berlin Droschken Association founded in 1859, and consisting of about 800 nembers. The organ of the association, which also represents the association of German hackney coach proprietors, is a good weekly paper, very ably edited by the secretary, Mr. Müller. e aims of the society are a protection of the interests of cab owners, maintenance of a common depot for liveries, control of cabs when on duty, preservation of mutual rights between masters and drivers, mainten ance of discipline among drivers and provision against purloining of lares. The association settles disputes between masters and drivers and obliges the members to take no coachman into their service who has been

After a thorough examination of the Berlin cabs, eir bolders and drivers, the results of which I have endeavored to represent to you, I must acknowledge that, considering the really very small rate of fares, there is but little cause to complain. The cabs are, on the whole, in a good condition, and the horses, when we consider the exertions and temperatures to which they re exposed, better than might be expected. drivers, though certainly somewhat irritable in con-sequence of the stringent control of the police, are with few exceptions polite and obliging, and by no means deserve the bad reputation which they universally

THE LOUISVILLE RACES.

IMMENSE GATHERING OF TURFMEN-THE EVENTS OF TO-DAY-THE PAVORITES IN THE POOLS-CONDITION OF THE TRACK. LOUISVILLE, Ky., May 14, 1876.

The prospects for to-morrow's racing are very flat-ering. The probability is that the greatest number of people that were ever congregated on a Western track will be assembled to witness the Kentucky Derby and

will be assembled to witness the Kentucky Derby and the other races on the programme, not even excepting the occasions of the great four-mile race of Wagner and Grey Engle in this town. From all sections of the country people are arriving, and noted accommodation for the mass will be found impossible. The number of horses here is unprecedented, said to be over 200 at the race course and others ourside.

THE FIRST RACE
will be a dash of one and a quarter miles, which will have ten starters, including several notable ones, such as Fair Play, Ceylon, Katie Pease, Kilburn, Weatherby, Breakzman and others. The grand feature of the day, however, will be made to the race course and probably be ten starters, comprising Parole, Vagrant, Creedmoor, Harry Hill, Bullion, Red Coat, Marie Michon, Harper's Inquirer cost and Bombay. The interest centred on this race is beyond all precedent, Parole and Vagrant being alternately first quotes in the pools, and these are really the two champions of the field, they having been the best two-year-olds in the East and West last season, and this scenus to be recognized as a listile between the two sections of the country. There are others also in the race who have great turf reputations, having been witness of some of the best races run this season, and should either one or tooth of the favorites make a mistake they will certainly be beaten.

THE THERE RACE

tainly be beaten.

THE THIRD RACK

of the day, which is mile heats, will be a good one and
will be warmly contested, the four entries—Comargo,
Emma C., The Nipper and Endeld—being all good race

COACHING.

ITS ORIGIN AND PROGRESS-INTERESTING DATA BEGARDING THE PAST AND PRESENT.

The impulse which has been given to coaching in this country by the Ceaching Club and by the starting of the new line from New York to Palham, renders a short account of the history of conenes apropos and interest-ing to the general reader. The derivation of the word "coach" itself is an interesting question, for although the dictionaries give it as derived from the Latin con-chula, or little shell, there seems to be equally good ground for supposing that the word is derived from the name of the town in which this particular form of vehicle was invented. The earliest account we have of any coach is that of the one in which Matthias Corvinus, King of Hungary, rode during the last half been the invention of some artisan whose name is not preserved, but who is said to have lived and built the coach in Kotze, Hungary. No description of the vehicle is extant, save an allusion to it in a small book on the manners of the Hungarian people which is, was some thirty years ago, in the library of the Bri Museum. In this book the coach is described as a small house set upon four wheels in which King being the first person who ever rode in that kind of a carriage. It is fully as probable that the word "coach" came from "kotze" as that it was derived from the Latin "conchula," a derivation which seems

carriages and even covered carriages have undoubt-edly been in use from early antiquity. Carriages were certainly used by the Romans, for as early as 200 B. C. an edict was promulgated, which remained in force some twenty years, forbidding any female to ride in a carriage within one mile of Rome. These carriages were, however, a modified form of the two-wheeled chariot of the Romans, with canopies or large screens attached for protection against the weather. The repeal of this imperial edict was, it is said, forced by the popular clamor against the law itself. But while this fact demonstrates that carriages, so called, evidence either in the written or pictorial history of Rome that anything resembling the modern coach was

In the East there appears to have been a sort of covered carriage in use from very early times. The se-clusion in which the females of the Eastern household had always been kept rendered some kind of covered conveyance necessary for women when they went abroad, and the custom of taking the women on journeys and in public processions is well established by all the literature of the East. The carriage of the modern Persian, which he calls a tukht-e-rowan, how-over, is little more than a large chest which is sus-pended between two camels, and it is probable that the impossible to use on account of the condition of the roads, have always been more of the nature of palan-

Some of the pictures brought to light by the modern excavations of Herculaneum show that a vehicle was in use in that city which bore no inconsiderable resemblance to the comparatively modern post chaise, being drawn by two horses, one of which was rid-den by a postillion. But nothing bearing any resemblance to a modern coach is to be found in the records of either Herculaneum or Pompeil. But after the fall of the Roman Empire, and during the long reign of barbarism that ensued, the use of car-ringes ceased, and the only vehicle that was still comciled after the original Roman war charibt and was very similar to it. The condition of the roads in Europe, even in the cities, was so bad that no general use of any

similar to it. The condition of the roads in Europe, even in the cities, was so bad that no general use of any kind of wheeled vehicle was practicable until late in the sixteenth century.

That carriages were used, however, is shown by an edict of Philip is led of France, which strongly resembled the Roman law spoken of above. In 1294 he promugated an edict forbidding the use of carriages by the wives of his citizen sunjects. The cause or object of this law does not clearly appear from the records, but it is probable that it grew out of the license of the age and was a sumptuary law demanded by the existing abuses. The form of the carriages then in use cannot be stated exactly, as there is no picture of them, and no detailed description known to be in existence. It is probable, however, that the coach invented in Hungary was merely an elaboration of the vehicles then known. The use of a coach by King Matthias Corvinus apparently became known in England and France and Spain before many years had clapsed, and coaches were made and used in those countries during the lollowing century. Not a rapid spread for a new invention, certainly, but it must be borne in mind that the megas of communication between countries were not great in those days, and bosides this fact another militated against the adoption of the new invention. Coaches, like unbreliss, were at first ridiculed, and their use was looked upon as a mark of elleminacy. Men would put up with almost any amount of inconvenience or expense rather than be seen riding in one of the new-tashioned vehicles except on State occasions. Carriages were, however, as we have seen, commonly used, and in 1433 the Ambassador Trevassi rode

the toppe, and before two lower pillers, whereon stood a flon and a dragon, the supporters of the armes of Engand."

This chariot throne was used by Queen Elizaboth in 1588, when she went in state to St. Paul's Cathedral to give thanks for the providential deliverance of her kingdom from the danger threatened by the Spanish Armada. From the accounts of the procession on this occasion it seems that the Privy Council of the Queen and all her attendants of the higher ranks went on horseback, this of itself being presumptive evidence that conches were scarce at that time. Later, however, in Elizabeth's reign, coaches became comparatively numeroes. In 1880 the Embassy to Morocco went in a procession through the streets of London, and a portion of the parapherialia of the procession compared of lour coaches. In the same year the Russian Embassy was accompanied by eight coaches. Three years later an embassy from France, charged with the congratulations of the French Ambassador's dwelling in Barbican, and, after paying their respects to him, rode to the lodgings provided for them in Bishopsgate street. This procession is said to have excited as much interest among the citizens of London as did the turnout of the Coaching Club a little over a week ago among the citizens of London as did the turnout of that date, however, as appears from a picture engraved in the sixteenth century, was a cumbrous affair indeed compared with the elegant vehicles of to-day. This picture is of a coach being driven slong through the environs of Milan. It is a large box, apparently twice the proportions of the modern coach, with curving sides and a top considerably larger than the bottom. The driver is seated on a level with the nied seats, and two horses are attached by traces, no pole appearing. In the doorway at the side, with her feet hanging out, is seated a lady who must certainly have suffered considerable inconvenience from dust. The outside of the coach is covered with lancy designs, either painted or carved, and the wheels are more

Sociumsy, indeed, were coaches in this time that seven queens, when travelling preferred to ride on a pillion behind their officers. About the beginning of the seventeenth century, however, glass windows were put into coaches, and some forty years later springs began to be used. The coach then became very similar to that of to-day, but not for many years were the convenience and elegance of modern coaches combined with the lightness and strength of those that are built at the present time.

JEM MACE'S POSITION.

TO THE EDITOR OF THE HERALD :-

Will you allow me to say that I do not behave that I owe any man in America. If I do so unwittingly I. shall be only too glad to settle any legitimate claims that may be presented. My cousin, Pooley Mace, may have incurred debts, but I have nothing to do with them. Now, as regards that would be "champion," from Allen, and his clever remarks about me, I have only to say this:—My intention on leaving England, as I have previously stated to the reporters, was to visit this country ler the purpose of arranging a fight with Tom Allen. Upon the earnest and oft repeated solicitations of my frond Joe Goss, however, I maily consented to retire in his favor and give him "first shy" at his old antagonist. Allen is a great taker, but he seems to lorget that I casily, and without a scratch to myself, defeated him in our former contest after ten rounds, to his no small disgust and that of his backers. After that fight I retired publicly from the ring, and he, knowing that, scrows up courage to again challenge me. I have no doubt that my friend Goss will give him all he can attend to if Allen has the tenerity to meet him; but should the individual named, after his meeting with Goss, still feel destrous to try conclusions with me, I will fight him for any amount, within any time, after the conclusion of my present circus engagement, and on any terms that may be reasonable. I do not think, however, that he seriously means to again meet me. Respectfully, m Allen, and his clever remarks about me, I have

PLAYING POLO.

THE GAMES OF THE POLO CLUB-THE PLAYERS AND THE MANNER OF PLAYING.

[From the New York Times, May 14] A dozen horsemen, a score or more of privileged visitors, and a hundred or two of spectators from the Twenty-third and Twenty-fourth wards, guthered at Jerome Park yesterday afternoon to witness the second practice game of the Polo Club. The atmosphere was pleasantly cool and was in every way suited to the sport on hand. Shortly after four o'clock the mem-pers of the club began to make their appearance in carriages and road wagons, several of which contained one or more ladies, in addition to its complement of men. Only one drag, that of Mr. William Juy, came up to the park, and the gathering was in other respects a purely informal affair. The portion of the park de-voted to polo is at the southern edge of the park, just below the extra half-mile track. The space staked off for practice is about 400 feet long by 250 wide, and is enclosed by tall white poles, at distances of fifty feet from each other. At each end of the grounds are two poles, twenty-five feet apart, each bearing a small flag. Thes n order to obtain a victory. At the eastern border the ladies. At half-past four o'clock the players began to muster in strength. The ladies were scated in front of the tent, and the gentlemen, a majority of whom had driven up in costume, mounted their ponies and armed themselves for the fray. The only weapon used is a mallet from five to six feet in length, with a wooden head not unlike that of a hammer. With this the player must strike a light wooden ball, of the size and shape of a base ball, and drive it through the goa of the opposite party. Sir Bache Cunard won the toss

parred off as follows:—
Iord Mandeville,
Mr. Bennett,
Mr. Reatham,
Mr. Schuyler Crosby,
Mr. Gussel Jay,
Mr. Gensel Jay,
Mr. Ge

of the grounds. This was beyond question the listroke of the day, and a burst of appliance greeted is all sides. The battle now raged around the lower gand the men and their horses were mixed together an undistinguishable mass. Then the ranks ope once more and the bail was seen gliding back tow the upper goal. Another encounter, another me and another break followed. Lord Mandeville made another of his splended hits and snatched as from defeat, when the latter seemed inevitable. Mandeville band, gathering renewed courage from lucky stroke, closed around their leader, and by a force and hard fighting pashed the ball down toward lower goal. Here the last break of the day occur and after some excellent hits on both sides, in with Bennett, Lord Mandeville, Mr. Crouby and ot distinguished themselves, the ball was driven between Cunard flags, and the Mandeville side was torious.

THE CENTENNIAL RIFLE MATCH.

IRISH RIPLEMEN AT PRACTICE—SOME OF THE

TEAM THAT MAY COME TO AMERICA.

As the readers of the HERALD are doubtless aware the Irish riflemen have lost the use of the ranges at the North Bult, Dollymount, and for some months past they have been sorely puzzled to discover a finally, however, resolved to pitch it at the military ranges, Dundalk, county Louth, a point situated about The site was generally considered an admirable one, as both the bublin and Belfast contingents can reach turn to their respective homes at the close of the day's work. On Saturday, the first of the practice days, there was a meeting of the riflemen at the Dundalk ranges, but inasmuch as the Belfast men the fundaix ranges, out massing as the Bellist men were "engaged in competition for the Dufferin Cap," at the Kinsegar ranges, the Metropolitans did not meet their northern colleagues. Dundaik is about three hours' ride from town, and the company travelled by the morning mail, reaching Dundaik by ten o'clock, and immediately proceeded to the ranges, which are nine of the devotees of powder and shot put in an apphine of the devotees of powder and ander put in an appearance. They were Major Leech, captain, Dubinn; Mr. John Rigby, Dublin; Mr. Edward Johnson, Dubin; Mr. Pollock, Dubin; Mr. Patrick, Dubin; Dr. Traill,

Dublin; Mr. Franks, Dublin; Mr. Russell Joynt, Dub-

hn; Mr. Goff, Wateriord.

Of these were two shots in the International match at Creedmoor, Messra Rigby and Johnson; Mr. Pollock fired in the return contest at Dollymount last year; Mr. tion is a member of the National Rifle Association and resides in Waterford, and the other gentlemen are but povices. Dr. Traill is the well known Fellow of "Old" Trinity, and is remarkable rather for his profound range over which the firing took place is 1,320 yards long, and though the surface between the firing points

his superiority with fifty-two. Dr. Traill did not do se well as the 800 and 900 yards; but while his three op-ponents missed more than once at the longest range he only once got off the target.

The forthcoming match bids fair to outrival on the score of interest its predecessors, and I expect to see a well disciplined team cross the water next autumn. Appended is the

TO THE CENTENNIAL ON A BICYCLE.

The police have been engaged in searching for Charles Brown, aged thirteen years, who has been missing from his parents' residence, in Brooklyn, since last Wednes-day. Simultaneously with the disappearance of the boy \$42 were missed by his father, and Charles is supposed to have taken it with him. He was last seen in Jersey City, and it is supposed that he has gone to Philadelphia to vssit the Centennial Exposition, as he told his playmates that he intended making the journey there on a velocipede.

A CHALLENGE ACCEPTED.

Seeing, by your paper, that M. Lucien Marc is dis-satisfied with his recent defeat by me and proposes to wrestle for \$200 a side I accept his proposes to wrestle for \$200 a side I accept his proposition and will meet him at the Hamlet. Twenty-third street, on Thesday, between two and three P. M., to deposit a forfeit and arrange all preliminaries. Respectfully, WILLIAM J. AUSTIN.

THE BLUE AND THE GRAY.

PREPARING FOR THE OBSERVANCE OF DECORA-TION DAY.

The ninth anniversary of Decoration Day will occur on Tuesday, May 30. The friends of the soldiers who fell during the late war in the United States have commenced their preparations for strewing the graves with flowers. All partisan feeling has departed from the the contest, and they ask the citizens of the country to of the day. The teachers and pupils of the public schools will contribute their share of plants and flowers, the various military and civic societies will join the great procession to the graves of the fallen heroes, and the congregations of the churches of New York will unite with the congregations. gregations of the churches of the South in covering fragrant blossoms the graves of the "the blue and the gray." The headquarter of the Grand Army of the Republic have been established, by permission of the Commissioners of the Department of Parks, in the rustic cottage on the north end of Union square, and a committee will be there daily, from nine A. M. until nine P. M., to receive and care for floral contributions.

GENERAL ORDER NO. I.

HEADQUARTHES GRAND MAUSIAL'S OFFICE,
DEPARTMENT OF NEW YORK, G. A. R.,

"THE COTTAGE," UNION SQUARE, NEW YORK, May 5, 1876.
I.—By virtue of an election by the Momorial Committee
the undersigned hereby assumes command as Grand Marchal
for Decoration Day, May 33, 1876.

II—The following staff appointments are hereby asnounced.

II — The following staff appointments are hereby as nounced:
Comrade J. C. Julius Langbein, R. A. Kimball Post, Na. 100, Adjutant General and Chief of Staff.
Comrade George P. Osborne, Cameron Post, No. 79, Quastermaster General.
They will be obeyed and respected accordingly.
III.— Marshals of divisions, sides-de-camp, and special aids to the Grand Marshal will be announced in Inture orders. Commanders of posts are requested, without delay, to forward to the Adjutant General he names of two comrades, appointed or elected by their several posts, as side to the Grand Marshal; also, to report the number of comrades thay expect to parade and the music they will furnish. Fosts that propose to proceed to Woodlawa, Greenwood or other cometeries, are requested to notify these headquarters of the same.

SUNK WHILE AT ANCHOR.

WHAT CAPTAIN SIMON SAYS ABOUT THE LOSS OF THE JEUNE AUGUSTE OFF THE BANKS.

Yesterday afternoon Pierre Simon, captain of the French fishing schooner Joune Auguste, which was sunk last Friday on the Banks of Newfoundland while at ancnor, by the German steamship Rhein, made a statement to a Herald reporter respecting the loss of this vessel—The sunken schooner belonged to Mr. A. Demaivilain, of St. Servan (Department of He had Vilaine), France. On the 3d of May, he started in our vessel, which had been equipped and provisioned for an extended fishing been equipped and provisioned for an extended fishing cruise. We numbered sixteen souls, all told. Our voyage was to the Banks of Newfoundland, and its duration was to depend upon our success in fishing. We left St. Pierre on the 3d of May, with a stiff northerly breeze, and proceeded to the Banks, and came to oner there on the 6th of May, at six P. M. On the

beetze, and proceeded to the Banks, and came to ancoro there on the 6th of May, at six P. M. On the 7th, 8th and 9th we fished. On the 9th the weather grew foggy. Two men remained on watch that night on deck, who kept striking the fog bell and blowing a fog horn continually.

The men on watch were experienced and reliable hands. Having taken these precautions i went below, at six o'clock, to my cabin to sleep, having been hard at work since three o'clock in the morning. Shorily after I had fallen asleep an Eastern bound steamer was seen to be passing near us, or at least one of the men thought he saw her smoke and heard her whistien. About half an hour later the men or watch heard a steamer in their neighborhood. The fog horn was blown loudly and the bell struck with all the force possible; but it appears that the lookout on the steamer failed to hear it, for a few seconds later she was seen at a short distance approaching us. An alarm was instantly given and the men came on deck and got ready to lower their boats. The steamer by this time half discovered us and reversed her engines, and the wheel was put hard to port, but I was too late, and in an insuant the collision occurred. I was in my berth, and when I sprang out I left into the sea and was struck on the head by a part of the floating cabin, and was held under water by the wreckage till nearly drowned. When I came to I was near the steamer's propeller, and some of the sainors saw me and threw me a line, which I clasped with the energy of a drowning man, and when I was halled on board I was so weakened from the blow I had received, the amount of saft water I had some of the sainors saw me and threw me a line, which I clasped with the energy of a drowning man, and when I was hauled on board I was so weakened from the blow I had received, the amount of saft water I had some of the sainors saw me and three me a line, which I clasped with the energy of a drowning man, and when I has halled on board I was so weakened from the blow I had received, the amount of